

OUR AGENTS DEPARTMENT
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest European
and American NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE

The China Mail.

Established February, 1845.

THE HONGKONG CHINESE MAIL.
毎日字報香港
(Hongkong Wo Tin Yat Po.)
ISSUED DAILY.
CRUW UP MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, payable to HONG
KONG, CHINA MAIL, or to our Agents,
including postage.

No. 9952.

Intimations.

APARTMENTS WANTED.

A MARRIED COUPLE require suitable APARTMENTS—FURNISHED or UNFURNISHED—with or without Board. Full Particulars to KILMARNOCK, c/o, China Mail, Hongkong, January 3, 1895.

THE NEW BALMORAL GOLD MINING COMPANY, LIMITED.

No. 112 is hereby given that the Holders

of the SHARES in the above Company

Numbered as follows:

25 Shares Numbered 2,103—2,124
50 " " 0,003—0,139
100 " " 10,205—10,329
200 " " 10,329—10,529
300 " " 10,830—11,329
400 " " 12,510—12,829
500 " " 12,755—13,324
600 " " 14,178—14,677
700 " " 14,478—14,977
800 " " 14,578—14,977
900 " " 15,318—15,657
1,000 " " 19,165—19,654
1,100 " " 21,105—21,654
1,200 " " 21,380—21,829
1,300 " " 24,122—24,629
1,400 " " 25,742—26,241
1,500 " " 26,857—27,256
1,600 " " 27,387—27,786
1,700 " " 27,921—28,020
1,800 " " 29,231—29,267
1,900 " " 29,852—29,926
2,000 " " 29,927—30,001
2,100 " " 30,143—30,192

are hereby required on or before the 23rd

day of JANUARY, 1895, to PAY to Me at my Office, No. 9, Praya Central, Victoria, Hongkong, the CALLS DUE thereon, together with INTEREST on such Calls at the Rate of TEN PER CENT. from the several days appointed for Payment thereof and together with all EXPENSES that may have been incurred by the Company by reason of such NON-PAYMENT. And that in the Event of NON-PAYMENT of the said CALLS and INTEREST and EXPENSES on or before the 23rd day of JANUARY, 1895, at the place aforesaid, the said SHARES will be liable to be FORFEITED.

By Order of the Board,

W. HUTTON POTTS,
Secretary.
Hongkong, January 7, 1895.

KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 5.

CAPE CAM LIGHT.

NOTICE is hereby given that the LIGHT at CAPE CAM was exhibited for the first time at sunset on the 1st January.

The Illuminating Apparatus is Revolving Dioptric of the Fourth Order, showing double white flashes at intervals of half a minute.

The Lighthouse stands about 83 yards north of high-water mark on the southernmost point of the islet marked on the charts as Cape Cam; and the Light, which is elevated 67 feet above the level of the sea, should be visible in clear weather at a distance of 13½ nautical miles in all directions unless it is obscured by land.

The Tower is an iron screw pile structure 55 feet high with a total height from its base to the lantern vanes of 67 feet.

The Tower and Dwellings are painted white.

Approximate position:—

Latitude, 20° 13' 20" N.
Longitude, 109° 55' E.

CAUTION.

On account of the existing reefs about Cape Cam, vessels are recommended not to round it at any less distance than two miles from the Lighthouse.

C. J. PRICE,
Acting Harbour Master.

Approved,

F. S. UNWIN,
Acting Commissioner of Customs.

Custom House,
Kiungchow, 2nd January, 1895.

"KEATING'S LOZENGES."

"KEATING'S LOZENGES."

"A SIMPLE FACT ABOUT KEATING'S LOZENGES." As they are made of the finest sugar, they can be chewed, you will then largely feel.

There is nothing more than that is so easily giving relief, so certain to cure and yet the most delicate can take them.

"A TERRIBLE COUGH."

"A COMMUNAL COUGH." Rockland, July 12.

"Dear Sirs, I am sorry to express my feelings, but I should like to thank you. Your lozenges have done wonders in relieving my terrible cough."

T. JACKSON,
Chief Manager.

Hongkong, December 21, 1894.

ON FIXED DEPOSITS:—

For 3 months 3 per cent. per annum.

" 6 " 4 " "

" 12 " 5 " "

T. JACKSON,
Chief Manager.

Hongkong, December 21, 1894.

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

3% PER CENT. per annum. Depositors

may transfer, at their option, balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 3% PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, May 10, 1895.

1515 Hongkong October 20, 1894.

HONGKONG, WEDNESDAY, JANUARY 9, 1895.

日四十月二十年午甲

PRICE, \$2.50 PER MONTH.

Business Notices.

HONGKONG HOTEL.

Telegraphic Address,
"Kremlin"—A. C. Code.

BOARD and LODGING, from \$5.00 per day.

HYDRAULIC LIFT to all Floors.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

E. J. RICHARDSON, Manager.

Telephone,
No. 32.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship
Changshieh.

Capt. Anderson, Comdr.,

will be despatched as

above on THURSDAY, 10th Instant, at

3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engineers. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Steamer is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, January 7, 1895.

2118

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers through rates
for CHEFOE, HANKOW and Ports
on the YANGTZE.)

The Co.'s Steamship
Leshing.

Captain Kougo, will be

despatched as above on

THURSDAY, the 10th Instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, January 8, 1895.

2119

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship
Halidore.

Captain Ranch, will be

despatched for the above

Ports on FRIDAY, the 11th Instant, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAKE & CO.,
General Managers.

Hongkong, January 8, 1895.

2120

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

The Steamship
Shingking.

Captain Donn, will be

despatched on SATUR-

DAY, the 12th Instant, at 2 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, January 7, 1895.

2121

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.

UNDER MAID CONTRACT WITH THE
AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & KOBE.

The Co.'s Steamship
Maria Valeria.

Capt. Vidor, will leave

for the above places on

or about SATURDAY, the 12th Instant.

For Freight or Passage, apply to

SANDER & CO.,
Agents.

Hongkong, January 7, 1895.

2122

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.

(Under MAID CONTRACT WITH THE
AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PRINANG,
COLOMBO, BOMBAY, ADEN,
SUEZ, PORT SAID,

BRINDISI, VENICE, FIUME AND
TRISTEZZE.

(Taking cargo of through rates to CAL-
GUTTA, MADRAS, PERSIAN GULF,
RED SEA, BLACK SEA, LEVANT
and ADRIATIC PORTS.)

Also to NATAL, EAST LONDON, PORT
ELIZABETH, CAPE TOWN.

The Co.'s Steamship
Marquis Beauchene.

Capt. G. Watzlawich,

will be despatched as

above or about SATURDAY, the 12th

Instant.

Cargo will not be received on board after

3 p.m. prior to date of sailing.

For further information as to Passage

and Freight, apply to

SANDER & CO.,
Agents.

Hongkong, January 5, 1895.

2123

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship
G

Entertainments.

A POSITIVE NOVELTY.
The Most Refined ENTERTAINMENT EVER
GIVEN IN HONGKONG.
GRAND OPENING NIGHT,
THIS EVENING,
9th January, 1895,
AT THE
THEATRE ROYAL,
CITY HALL.

HICKS' ORIOLES.

ALL GREAT ARTISTS.

An Army of Talent that has never been equalled.

MAUD DICKSON, EMILE GIBARD,
KATE GIBARD, CHAS. DASHAWAY,
LOTTIE MEDLEY, J. MOULTON,
NELLINE WATSON, PHIL MACK,
VIOLET BRANDON, FRANK BURT,
PARDU SISTERS, W. ROBINSON,
ANNIE BURT, CHAS. ROBERTS,
MERVEN SISTERS.

IT IS A DREAM OF SPLENDOUR.

A PARAGON OF NOVELTIES.

Presented by a Strong Comedy Ensemble.

A COMPANY COMPLETE
IN EVERY DETAIL.BOX OFFICE Open THURSDAY, 9 a.m.
for Sale of Seats at KELLY & WALSH's, Ltd.Dress Circle and Stalls.....\$2
Admission\$1
Soldiers and Sailors in uniform Half-Price
to Back Seats only.CHAS. E. HICKS,
Manager.
Hongkong, January 9, 1895. 40

To-day's Advertisements.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the Seventh Ordinary MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 22nd January, 1895, at 12 o'clock (Noon), for the purpose of receiving the report of the Directors, together with Statement of Accounts for the year ending 31st December, 1894.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 16th, to TUESDAY, the 22nd January, 1895 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, January 9, 1895. 61

THE WEST POINT BUILDING COMPANY, LIMITED.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW OHWANG, TIENSIN, HANKOW
and Ports on the YANGTZE.)The Co.'s Steamship
Teucer.Captain RILEY, will be
despatched as above on

FRIDAY, the 11th Instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, January 9, 1895. 58

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE:

The Co.'s Steamship
Chingtu,

R. INNES, Commander,

will be despatched as above on SATURDAY, 19th Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated off the Engine. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, January 9, 1895. 64

FOR HAVRE, HAMBURG AND ANTWERP.

The Steamship
Maccotte,
Captain RONS, will be
despatched for the above
Ports on or about the 23rd Instant.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, January 9, 1895. 53

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS,

AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki),
Kobe, Inland Sea, SATURDAY, Jan. 26,
Vokohama, and Honolulu).....Wednesday, Feb. 27,
Kobe, Inland Sea, and Yokohama)...

Copie (via Nagasaki, Kobe, Inland Sea & Yokohama)...

Wednesday, Mar. 20, at daylight.

Chayang, British steamer, 1,194, James Young, Calcutta December 23, Penang 23, and Singapore January 1, General JARDINE, MATTHESON & CO.

Haitong, British steamer, 783, J. Roach, Foochow January 6, Amoy 7, and Swatow 8, General - DOUGLAS STEAMSHIP CO.

Doris, German steamer, 750, Petersen, Haiphong January 6, Rice - Weller & CO.

Tenasserim, British steamer, 1,805, E. Robertson, New York and Singapore Dec. 31, General - DOUGLASS, CARTER & CO.

Sealine, German str., 636, H. Brorsen, Haiphong January 6, 10 p.m., Rice - MELCHERS & CO.

Palmarus, British steamer, 1,536, T. S. Jackson, Moji January 4, General and Coal - BUTTERFIELD & SWIRE.

Taising, British steamer, from Canton Peking, British steamer, 1,068, T. Gyles, Chinkiang January 6, General - BUTTERFIELD & SWIRE.

Ceylon, British steamer, 2,637, O. E. Baker, Bombay and Singapore January 2, General - P. & O. S. N. CO.

DEPARTURES.

January 9 -

Sailor, for Europe, &c.

Oceanic, for Nagasaki and San Francisco.

Angkor, for Singapore and New York.

Peiping, for Shanghai.

Cebes, for Singapore.

Kriemhilt, for Singapore and Hamburg.

Memoria, for Kudat and Sandakan.

Aviator, for Singapore and Bombay.

Ataturk, for Moji.

Natchang, for Canton.

*CLEARED.

Provis, for Saigon.

E. K. Wood, for San Francisco.

Dunor, for Bangkok.

Lyderick, for Nagasaki.

Taiping, for Shanghai.

Darwiness, for Holloway.

Hongkong, January 9, 1895. 69

To-day's Advertisements.

STRATH LINE OF STEAMERS.

FOR SHANGHAI, YOKOHAMA AND HIODO.

The Steamship
Teucer,Capt. ROBERTSON, will be
despatched as above, TO-

MORROW, the 10th Instant, at Noon,

instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, January 9, 1895. 213B

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates

for NINGPO, CHEFOO, NEW OHWANG, TIENSIN, HANKOW

and Ports on the YANGTZE.)

The Co.'s Steamship
Teucer,Capt. RILEY, will be
despatched as above on

FRIDAY, the 11th Instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, January 9, 1895. 53

PASSENGERS ARRIVED.

MEMOS, FOR TO-MORROW.

Shipping.

Per Kwong Mo, from Amoy, 104 Chinese.

Per Actis, from Hoikow; Mr. Harding,

and 114 Chinese.

Per Nanchang, from Chinkiang, 15 Chinese.

Per Teucer, from Singapore, Mr. Nicholl,

and 850 Chinese.

Per Choyang, from Calcutta &c., Mr.

Frank Foster, and 501 Chinese.

Per Haikow, from Coast Ports, Messrs.

Irving, Schleswick, Sabroor, Malacca,

Jelobod, Wong, Mrs. Harding, and 132

Chinese.

Per Tenasserim, from New York, Miss

Moss.

Per Faiping, from Chinkiang, Mr. J.

Fulton, and 8 Chinese.

Per Ceylon, from Singapore, 578 Chinese.

DEPARTED.

Per Oceanic, for Nagasaki, 1 Japanese.

Per Yokohama, Messrs. Luther L. Holden,

Wm. B. Jones, E. Cruckshank, R. F.

Lambe, Puy Lutu and Ho Chan Fyu; for

San Francisco, Mr. Richard Rosseus.

Per Piayang, for Shanghai, 9 Chinese.

Per Cetech, for Singapore, 33 Chinese.

Per Krishnaband, for Singapore, 2 Euro-

peans, and 12 Chinese.

Per Memnon, for Kudat, 3 Europeans,

and 237 Chinese.

Per Azamor, for Singapore, 175 Chinese.

Per Salazie, from Hongkong; for Saigon;

Mr. T. Yendo, Rev. Azuma, and 27 Chi-

nese; for Singapore, 9 Chinese, and 2 Japa-

nes; for Colombo, Mr. and Mrs. F. H.

Alma; Messrs. L. J. Bennett, W. W. Pierce

and Chas. B. Unzeck; for Marseilles

and Manila; Capt. Bogganoff, for

Port Said; Mr. Bouvard, for Marseilles;

Mr. Thomas Barbaux, from Shanghai;

for Saigon, Mr. Brinsford and servant

and Eighteen French Marines; for Man-

silla and Mrs. Ede, H. E. Anang

Chinese Ambassador, and suite of 14, Mr.

and Mrs. Davidson and child, Messrs. Delye

and Bigaud, from Yokohama; for Saigon,

Mr. Landry, for Port Said; Mr. Bouvard,

for Marseilles, Mr. Charson, from Kobo;

for Singapore, Messrs. Nishio, Nakamura

Omar, and Miss Omar, from Nagasaki;

for Marseilles, Capt. Bogganoff.

TO DEPART.

The Danish steamer Actaeon reports:

Had light breeze from East and North-Eastward

with clear air and a little sea from port to

port.

The British steamer Nanchang reports:

Had light variable winds and fine weather

throughout.

The British steamer Teucer reports:

First part fresh monsoon; latter part mod-

erate fine weather.

The British steamer Choyang reports:

On 22nd December left Calcutta, and on

23rd, discharged pilot and took our depart-

from Eastern Channel, L. V.

Commandant de Maubengue, with

MAILS, PASSENGERS, SPRULE

and OARGO, will leave this Port for the

above places.

Cargo and Specie will be registered for

London as well as for Marseilles, and ac-

cepted in transit through Marseilles for the

The Nichi Nichi notes that General Mackay, who was in Japan for many years as instructor in the Military Academy, has been decorated by the Emperor of Germany. This honor is put down by our contemporary as due to the Emperor's recognition of then Major's valuable services to Japan, as evidenced in the success attending the operations of the Japanese officers, many of whom were trained by him.

The first of the cricket matches between Mr Stoddart's team and all Australia concluded on the 20th ult. at Sydney. The attendance and enthusiasm were great, and a sensational struggle resulted in the victory of Mr Stoddart's eleven by ten runs. All Australia won the toss, and in their first innings put together 386 runs, Mr Stoddart's team replying with 325, which necessitated a follow-on. In their second attempt the English team compiled 437 runs. The Australians then went in, but were only able to obtain 160, amidst the greatest excitement of the enormous crowd of spectators, leaving the English team winners by only ten runs. The match lasted six days.

(Signed) J. H. STEWART LOCKHART,
Acting Colonial Secretary.

The Secretary of the Hongkong General Chamber of Commerce, &c., &c., &c.

(Copy.)

Hongkong General Chamber
of Commerce,

5th January, 1895.

Sir,—I am directed by my Committee to acknowledge receipt of your letter of 20th November last, No. 2,261, and I am to point out that the Chamber is in better times he was also summoned later on in the evening to converse with the Queen, who was most gracious and evidently took much interest in what the gallant Captain had to say to her. Probably Siamese topics were not excluded, but of this we have no written evidence. On the morning of his departure from Balmoral the Queen sent him handsomely-bound copies of her two books—*"Leaves from my Journal"* and *"More Leaves from my Journal"*, in which she had written with her own hand: "To Captain H. M. Jones, v.c., from Victoria Rex." It is gratifying to find that our old friend is held in such high estimation by his Sovereign, and we may well with him succeed and prosper in his new post at Lhasa, for which city he must by this time having started. How great and generous an interest he still takes in Bangkok matters is evidenced by the fact of his continuing his large contribution towards our Protestant Church Fund for the coming year.—Bangkok Times.

Mr Villiers, the war correspondent of the Standard, in an interview published by a Japanese contemporary, is credited with saying, that

"Seeing so much of war as I have done, and knowing the difficulty of holding in soldiers when once their passions are aroused, I must say that under the conditions the Japanese troops entered Port Arthur, the remembrance of the bodies of their mutilated comrades, which they saw on the 19th, still vividly before them, and on seeing the shockingly mutilated heads hanging to the eaves of the houses and one or two on the trees outside Port Arthur, I fully believe that any troops, so blinded with fury, would have shot at anything that came in their way, men, women, children or dogs. It would be almost doubtful whether the best disciplined troops could have been controlled by their officers. But what pained me extremely, what indeed amazed me, was the work of the two following days. It was unnecessary brutality, which I should never have expected the Japanese troops to have committed after the considerate treatment they had shown towards the prisoners and unoffending citizens at Kinchow and elsewhere."

He also stated that in Port Arthur [after it was taken] there was no resistance, and consequently no explosive bullets [used], and the massacre was, according to the same authority, "certainly not by intoxicated coolies."

The following paragraph is worthy the attention of the Public Works Department:—

The peculiarities of Borneo hillian or ironwood seem to mark it out as being most suitable for street paving purposes in London and other large towns where the traffic is exceptionally heavy. Some time since a cargo was brought to Marseilles for wood-paving purposes; the result we have not heard. Now a number of blocks have been imported into London by the Borneo Trading and Planting Company with the same object in view. Several of the vestries have been approached, and it is probable that arrangements will shortly be made to lay down a portion of a street in a busy parish with the object of testing the capabilities of the wood for this purpose. Unlike the blocks hitherto used, the wood will be laid without any interstices and simply placed close together, and will not require the tar and stones as now in use. Borneo hillian, we may note, is a heavy, hard, durable wood of a dark brown colour. When seasoned, it turns to a deep red, and with long exposure becomes black as ebony. It bears exposure well, resists the teredo and white ant, and is almost indestructible. It is so hard that it has been used on one of H.M.S.'s war for machinery bearings and lasted just three times as long as the previous ones of lignum vita. The only thing that seems to be feared is that it should be too hard for road purposes, but this will probably not exceed the asphalt used, whilst it should certainly not be more noisy.

The following telegram, dated Washington, December 1, is taken from a San Francisco exchange—we offer no comment upon it:—

"So settled is the belief among diplomats that Peking will be captured within the next few weeks, and that with its fall will disappear, the last vestige of the present Tatar-Chinese dynasty, which has controlled the country for 200 years, that speculation is already indulged in as to the succession. Li Hung Chang, it is said, is too old to take the reins of government, and his only son is an imbecile. His adopted son—heir, in fact—is, on the contrary, a man of brilliant attainments who has recently represented the Chinese Government in Japan. He is known as Prince Li. Not only did he ably represent China at the Tokio court, but he succeeded to a greater extent than his predecessor in gaining both the affection and confidence of the Japanese people. His uncle, the 'Great Li,' as the Victor is called, has always entertained agreeable relations with the Japanese Ministry. He has been disposed to treat Japan with more consideration than Chinese officials generally, and had his advice been followed when the trouble between the two countries arose in the Sino-Japanese war, it is claimed, would have been averted and a compromise, honorable alike to both sides, would have followed. It is believed here that the house of Li Hung Chang would be favored by the Japanese Government as successors to the reigning dynasty. Since Li is too old to fill the office of Emperor, his influence would be thrown in favor of his nephew, Prince Li, England. It is thought, would have his own candidate, and possibly so might Russia. Among those most familiar with Eastern affairs it is believed that the candidate preferred by Japan would in the end be accepted by the European powers, as well as by a majority of the Chinese people, especially as the house of Li is to be given Chinese extraction."

SUNDAY CARGO WORKING ORDINANCE.

THE PRIVILEGES OF MAIL STEAMERS.
The following correspondence has been courteously forwarded to us by the Secretary of the Chamber of Commerce:—

Hongkong, 26th November, 1894.

Sir,—With reference to your letter of the 27th August last I am directed to state for the information of the Chamber of Commerce, that a despatch has been received from the Secretary of State in which His Lordship desires the Chamber to be informed that he sees no sufficient reason for allowing any further exemptions from the provisions of the Sunday Cargo Working Ordinance, 1891.

His Lordship also inquires that it should be pointed out to the Chamber of Commerce that the exemption allowed to certain Mail Steamers applies in cases where they are running under time contracts entered into before the coming into operation of that Ordinance and only for so long as those contracts are in force. I have the honour to be, Sir, Your most obedient Servant.

(Signed) J. H. STEWART LOCKHART,
Acting Colonial Secretary.

The Secretary of the Hongkong General Chamber of Commerce, &c., &c., &c.

(Copy.)

Hongkong General Chamber
of Commerce,

5th January, 1895.

Sir,—I am directed by my Committee to acknowledge receipt of your letter of 20th November last, No. 2,261, and I am to point out that the Chamber is in better times he was also summoned later on in the evening to converse with the Queen, who was most gracious and evidently took much interest in what the gallant Captain had to say to her. Probably Siamese topics were not excluded, but of this we have no written evidence. On the morning of his departure from Balmoral the Queen sent him handsomely-bound copies of her two books—*"Leaves from my Journal"* and *"More Leaves from my Journal"*, in which she had written with her own hand: "To Captain H. M. Jones, v.c., from Victoria Rex." It is gratifying to find that our old friend is held in such high estimation by his Sovereign, and we may well with him succeed and prosper in his new post at Lhasa, for which city he must by this time having started. How great and generous an interest he still takes in Bangkok matters is evidenced by the fact of his continuing his large contribution towards our Protestant Church Fund for the coming year.—Bangkok Times.

The German Society has voted a sum of Four Hundred Pounds Sterling for the use of the Red Cross Society of Japan.

THE JAPANESE ARMY BEFORE PORT ARTHUR ACCUSED OF INDESCRIBABLE ATROPHIES.

The Times correspondent describes four days horrible butchery of unarmed Chinese, attended with nameless atrocities. Groups of prisoners tied together, riddled with bullets, and afterwards hacked to pieces.

The Times in a leading article admits the Japanese had some provocation in the mutiny of a few of their countrymen but the disgrace of cold-blooded butcheries rests with the Japanese Army, adding that the General who failed to arrest this merciless slaughter has cast an indelible blot upon Japanese arms.

(From *"L'Aspirin du Tonkin."*)

THE TRAITOR DREYFUS.

Paris, Dec. 31.

The Council of Revision has confirmed

the judgment upon Captain Dreyfus, who

was convicted of treason.

THE RECALL OF M. DE LANESSAN.

Paris, Dec. 29.

The Ministry has relieved M. de Lanessan, Governor General of Indo-China, of his duties, the Cabinet having acquired

proof that he has divulged the contents

of reports and official documents to third parties.

M. Rousseau, formerly director of the Colonies, replaces him.

PARIS, Dec. 30.

The press approves the choice of M.

Rousseau. Numerous versions are in circulation on the subject of M. Lanessan's recall.

PARIS, Dec. 31.

The Temps says that the recall of M. de Lanessan not only strikes at him as an individual but at his policy in Indo-China.

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Mails.

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Intimations.

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Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPILES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTO PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON THURSDAY, the 10th day of January, 1895, at 3 p.m., the Company's Steamship *GERA*, Captain R. Braine, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 8th January, Cargo and Specie will be received on board until Noon, on WEDNESDAY, the 9th January, and Parcels will be received (at the Agency's Office) until Noon, on WEDNESDAY, the 9th January. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.
For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, January 5, 1895. 2048



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA,
VIA PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *PEKIN*, Captain G. L. Langbourne, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 17th January, 1895, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the *SHANNON*, which vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 9th FEBRUARY, 1895).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office.

Hongkong, January 3, 1895. 21

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Otto de Janeiro (via Nagasaki), WEDNESDAY, Jan. 16, Kobe, Inland Sea, and Yokohama) ... at daylight.

City of Peking (via Nagasaki, Kobe), WEDNESDAY, Feb. 6, Island Sea, and Yokohama) ... at daylight.

China (via Nagasaki, WEDNESDAY, Feb. 20, Kobe, Inland Sea, and Yokohama) ... at daylight.

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Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$100 Gold in addition to the regular tariff rate.

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